

HOLLAND A HAVEN FOR THE SMUGGLER

Regular System for Beating Government and Tortures Will Not Make Men Disclose Secrets.

MANY DEALERS ARE KILLED

(Correspondence of The Associated Press.) ROTTERDAM, The Netherlands, June 12.—The romantic smuggler waiting for a dark night to run his lugger ashore in a cove and then bury his hauls and barrels in the sand, has disappeared, but the trade still flourishes and probably brings more profit than ever, especially just now in Holland. The modern smuggler here, however, is chiefly interested in getting contraband out of the country, rather than bringing it in.

A visitor to an up-to-date smuggler's den, of which a number exist in the center of Rotterdam, would probably find a middle-aged clerical German dressed in a well-cut business suit at a desk. In front of him, small heaps of spices, grain of various species, oilcake and raw rubber and samples bottles of burning and lubricating oils. From time to time the smuggler chief takes the telephone receiver down, calls a number and bargains in terse phrases over the wires of job lots of the articles, samples of which he before him, sent for his approval by merchants and dealers who held stocks more or less extensive before the new and strict government regulations calling for an inventory were issued.

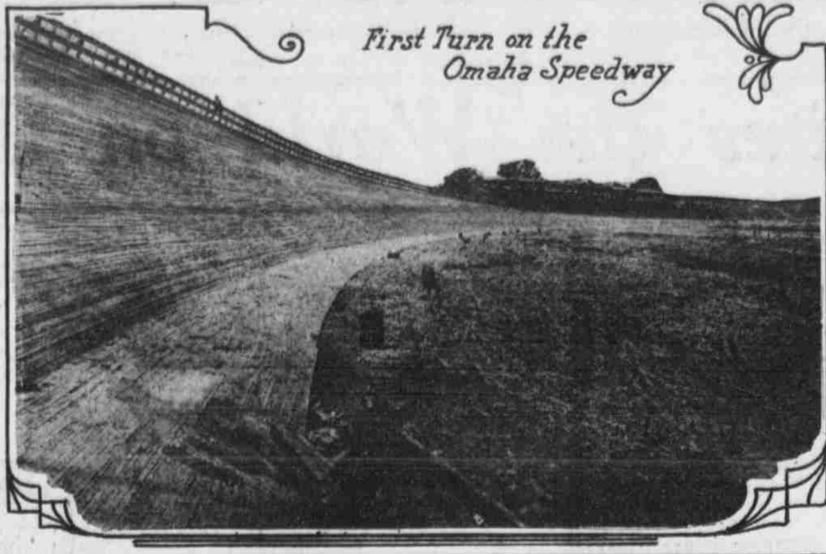
The Shrewd Smuggler Chief. Then follow other telephone calls on whippers or their skippers. The smuggler chief is trying to arrange for the transport of his illicit exports across the border line, into Germany or Belgium. Freight for this trade are, high and the smuggler's efforts are directed toward beating down the shipper to as low a figure as possible; but the shipper holds out, for he knows smuggled goods bring high rates when safely brought to their destination.

Torture would not force the smugglers to disclose the methods by which they manage to forward the contraband beyond the closely guarded frontier. It is hinted, however, that many railroad cars ostensibly conveying freight from Holland to Denmark and from Denmark to Holland are mysteriously uncoupled and disappear while passing over the intervening German territory.

Released After Cargoes Unloaded. Dutch fishing boats, too, are often seized off the coast by German patrol boats and taken into German ports, whence they are released after their cargoes have been unloaded to the evident satisfaction of the skippers. Bombs of Rhine lighters pass daily up and down the river whose course runs through Germany and Holland, and occasionally one is held up because of the presence of illicit cargo; but it is possible that for each one stopped a number of others pass muster with forbidden goods on board and are received with welcome by the German authorities.

From numerous points along the frontier, closely guarded though it is by

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Dutch troops, come reports of cattle and horses being driven across into German territory where the lines of sentinels are thin or woods prevent a clear view.

The gains to be secured by the running of contraband are so tempting that the efforts of the authorities have been rendered futile. Practically half the Dutch troops now mobilized are engaged in guarding the frontiers, not against foreigners, but against Dutchmen trying to pass contraband. It is difficult, however, to guard every yard of the border-line and if the attention of a sentry can be distracted for only a few minutes this gives the wily smuggler his chance to get across with his goods.

Rewards for Soldiers.

The Dutch soldier, himself until recently a civilian, naturally dislikes shooting at his own countrymen, even when they are observed in the act of evading the law. The government has, therefore, been compelled to offer some inducement to augment this alertness in putting a stop to this profitable trade, whose success brings the government into many difficulties with the belligerent powers, who accuse the Dutch of acts not in accord with strict neutrality.

A reward amounting to 10 per cent of the value of goods seized in illegal transit is now offered to the soldiers and this has had such effect on their watchfulness that captures of smugglers are becoming more frequent daily.

On several occasions recently soldiers have shot and killed smugglers who have defied their summons to halt while engaged in contraband running. One soldier is reported to have received \$500 as his share of the reward for stopping

a large parcel of smuggled goods just as it was about to be taken across the border.

MANY MORE LUNATICS TO BE RESULT OF BIG WAR

(Correspondence of the Associated Press.) LONDON, June 8.—Sir James Crichton-Browne, who stands in the forefront of English authorities on mental and nervous diseases, says that one of the saddest results of the war will be a great increase in the number of lunatics.

Addressing the annual meeting of the Asylum Workers' association, he said: "Much of the aftermath of war will find its way into asylums. The enormous number of cranial injuries will undoubtedly lead to much mental impairment. The large number of cases of shock to the nerves and overstrain will cause much neurasthenia and other disorders. There has been throughout the whole country immeasurable sorrow and bereavement which in many cases will deepen into morbid melancholy."

GERMAN IS NOT A POPULAR LANGUAGE IN LONDON NOW

(Correspondence of the Associated Press.) LONDON, June 22.—The whole of Greater London, with its population of over 7,000,000, has produced only eighteen students who wish to study German at the special summer sessions of the free schools, which open this month.

The educational authorities were prepared to open classes in German in thirty-three districts of the city, but one class will suffice for all the applicants. For

the study of French there were applications from 1,100 students. One hundred students are to take the study of Russian.

QUITS RATHER THAN TO HELP MANUFACTURE ARMS

(Correspondence of the Associated Press.) LONDON, June 16.—W. R. Moore, head of the large gasoline manufacturing company "Peters Limited," has resigned from all connection with the firm because the directors voted to place their plant at the disposal of the government for the manufacture of munitions.

Mr. Moore's letter of resignation says: "Deep religious convictions will not allow me willingly to take part in the manufacture of munitions and I should not have become associated with the company had I thought that any such contingency would arise. As it has arisen there is one course open to me, and I resign therefore my position as chairman and director of the company."

CHINA WOULD SAVE OLD BUILDINGS FROM VANDALS

(Correspondence of the Associated Press.) PEKING, June 18.—President Yuan-Shi-Kai has received a petition from the governor of Shensi for authorization to proceed with repairs on the decaying masonry of the Chow dynasty which are located in Halayang district of that province.

These edifices epitomize styles of Chinese architecture of thousands of years ago in addition to preserving the tablets of rulers and sages of ancient times, and it is desired to save them, both from vandalism and the destruction by the elements.

TURKS FEAR THE SUBSEAS

But in Spite of This They Continue to Send Out Vessels Loaded with Ammunition.

STRAIT STRONGLY ARMED

(Correspondence of the Associated Press.) CONSTANTINOPLE, June 24.—Turkish steamers still run up the Sea of Marmora from Constantinople to Gallipoli and Chanak, notwithstanding the activity of the British submarines. Their cargo is mainly war stores and munitions, and anyone who wishes to ship as a passenger, whether he be Turk or alien, must have official permission to make the trip.

The fear of submarines is very strong among the Turkish sailors, and the steamers bound for the fighting zone slip away from their docks at odd hours, generally midnight or later with a squad of sharpshooters, twelve or more in number, stationed along the rail on both sides of the boat, rifles in hand, straining their eyes out over the waters in search of the enemy. The Sea of Marmora has many porpoises, and to the excited imagination every porpoise seems a submarine. So the firing is frequent. The crack of the rifles tends to steady the nerves, however, so that by the time the real danger zone comes into sight the soldiers are quite indifferent to danger, and lounge about the deck with utter contempt for the under-water enemy.

A little out of Constantinople the steamers pass the big powder works, which even in the blackness of night present a scene of modern war. Eight towering chimneys belch forth smoke and flame, and the glare of the lighted windows tell of the struggle going on to keep peace with the demand for munitions.

Ten hours from Constantinople finds the ship in the broadest part of the Sea of Marmora, and a few hours later the peninsula of Gallipoli begins to draw near.

This section of the country is far from desolate. Every acre is cultivated. Roads wind in and out along the shore, and windmills crown the crest of the ridge of Gallipoli. Wherever the sea pushes into the land to form a bay, there is a little town, busy and prosperous in a Turkish manner of speaking. In every case the salient feature is a sky-piercing minaret. At fixed points along the road, white tented military camps squat against the green landscape.

At Gallipoli a curious feature is provided by large black and white signboards erected here and there over many of the buildings of the town. These are to indicate neutral property. How the owners hope that the gun-pointers of the ships in the Gulf of Saros, many miles away behind the hills, can see these signs is not explained.

Prisoners to Protect Town.

The fact that several important structures here were hit by three skyrocketing English shells impelled Enver Pasha

to send twenty-five French and English prisoners from Constantinople to be housed in Gallipoli, where they subsisted for six days at the expense of Hoffman Phillip, secretary of the American embassy, who accompanied them officially.

A feature of Chanak is the collection of cats living in the Street of the Lamo Camel. They were gathered from various destroyed houses by a kind hearted Turk, who now feeds them.

Chanak is only the shell of a city. Beyond the white houses that line the seacoast, there is nothing, except in the direction of Kilit Bahr, from which it is separated by only a few hundred yards of water. Only when the visitor actually sees this narrow passage, swept by over fifty eight-inch guns mounted thirty feet above the water, does the difficulty of attempting to force it become clear.

Every inch of the surface of the water is plotted on the artillery maps in the forts, and it needs but an instant's calculation to get the exact range of any ships entering the zone.

Two thousand shells per hour fell in Chanak during one of the bombardments by the British fleet, but the casualties in

the forts were only twenty-six killed and fifty wounded. The damage to the forts was not serious. This is proof enough that the problem of attacking land fortifications with ships, even when they are armed with the most powerful guns, still leave a heavy margin of advantage with the forts.

AVIATOR MENTIONED FOR HIS MOST DARING DEEDS

(Correspondence of the Associated Press.) PARIS, June 19.—Etienne Bunau-Varilla, the son of Philippe Bunau-Varilla, has been cited in the orders of the day for his daring work as an aviator and awarded the military medal. He distinguished himself especially in the Champagne country by his audacity and skill under difficult circumstances.

Atmospheric difficulties exposed him repeatedly to great danger and his machine was struck many times by bullets and fragments of shell.

Monsieur Bunau-Varilla, the father, is a major in the engineers attached to the staff of an army corps on the fighting line.

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